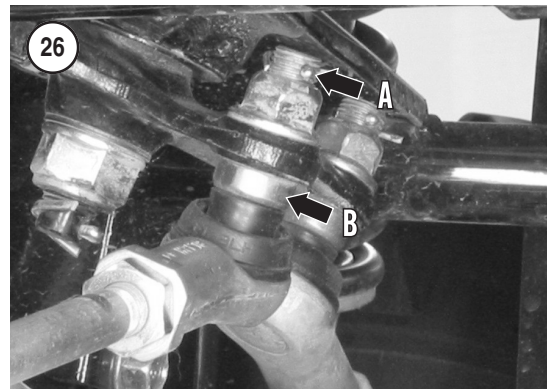


bushings, individual components are not available.

Shock Bushing Replacement

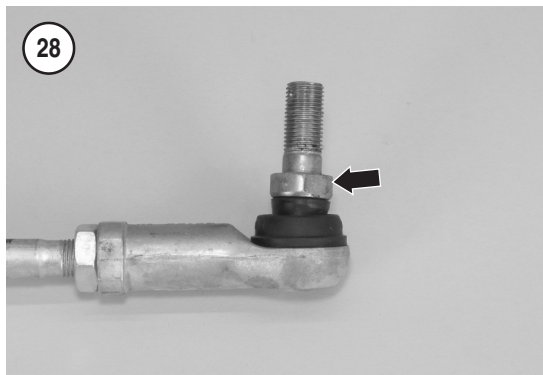
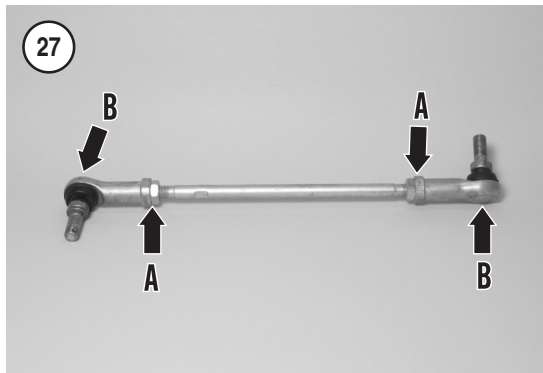
1. Support the damper unit in a press and press out one of the bushings (**Figure 23**).
2. Clean the shock bushing bore.



3. Press in the new bushing, being sure to center it in the bushing bore.
4. Repeat for the other bushing.

TIE RODS

The tie rods consist of an inner end and outer end. Individual parts that make up the tie rod assembly (**Figure 24**) are available.



Removal

1. Support the ATV with the front wheels off the ground.
2. Remove the cotter pins from both tie rod ends. See A, **Figure 25** and A, **Figure 26**.
3. Hold the flat on each tie rod stud with a wrench, (B, **Figure 25** or B, **Figure 26**) and remove the tie rod nuts, then remove the tie rod.

Inspection

NOTE

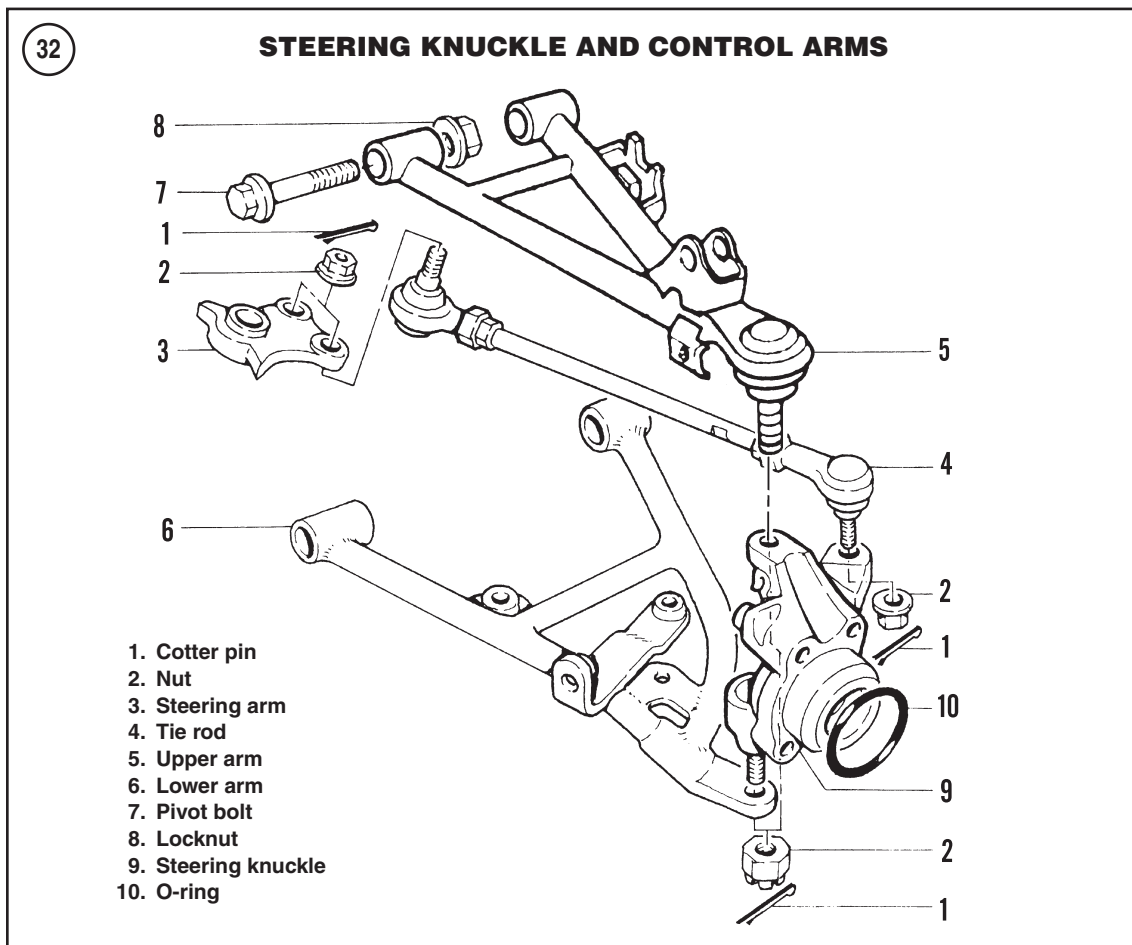
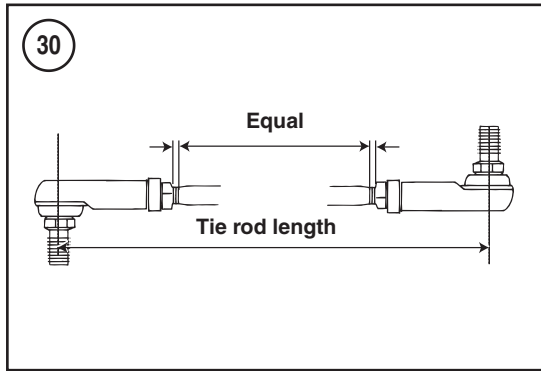
When cleaning the tie rods, do not immerse the ball joints in any type of chemical that could contaminate the grease and/or damage the rubber boots.

1. Inspect the tie rod shaft (**Figure 27**) and replace it if it is damaged.
2. Inspect the rubber boot at each end of the tie rod end swivel joint (**Figure 28**). The swivel joints are permanently packed with grease. Replace the ball joint if it is severely worn or if the rubber boot is damaged. Refer to *Disassembly/Reassembly* in this section.
3. Pivot the tie rod end (**Figure 28**) back and forth by hand. If the tie rod end moves roughly or has excessive play, replace it as described in the following procedure.

Disassembly/Reassembly

If the tie rod ends need to be replaced, refer to **Figure 24** and perform the following:

1. Loosen the locknuts (A, **Figure 27**) securing the tie rod ends. The locknut securing the outside tie rod has left-hand threads.
2. Unscrew the damaged tie rod end(s) (B, **Figure 27**).
3. Clean the mating shaft and tie rod end threads with contact cleaner.
4. The inner tie rod is marked with an L (**Figure 29**). Install this tie rod onto the end of the tie rod without the flat on it. This tie rod has a silver colored nut.
5. The outer tie rod end is not marked, but uses a gold colored nut.
6. Position the rod ends and nuts as shown in **Figure 30**. Refer to **Table 1** for the specified tie rod length. The maximum difference allowable for the locknut positions is 3 mm (0.12 in.). The tie rod end studs must be 180° from each other. Turn the locknuts up against the tie rod end but do not tighten them at this time. They will be tightened when the wheel alignment is checked in Chapter Three.

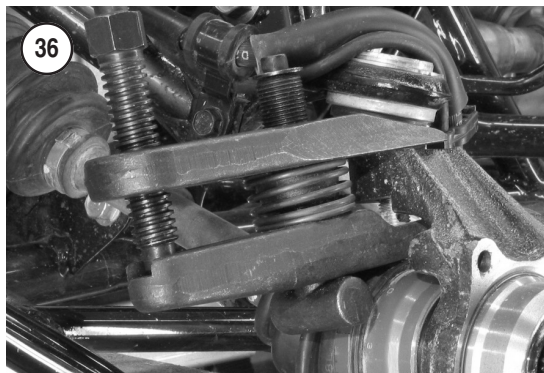
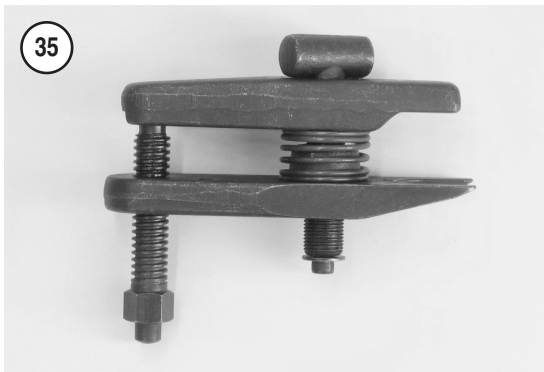
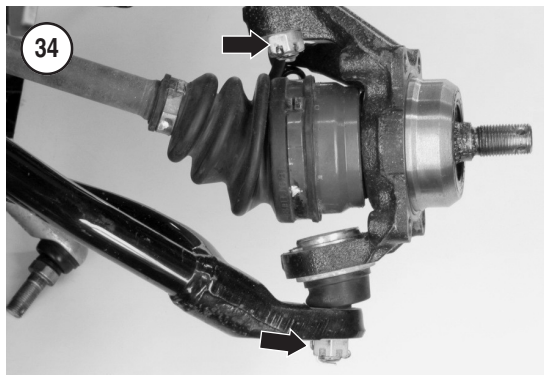
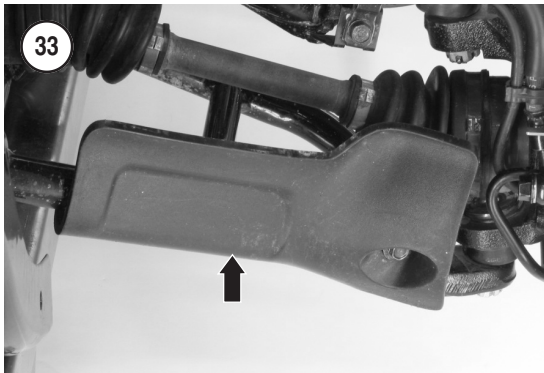


Installation

1. Install the tie rod with the flat on the shaft (**Figure 31**) closer to the steering knuckle.
2. Attach the tie rod assembly to the steering shaft and steering knuckle. See **Figure 25** and **Figure 26**.

3. Thread the nut onto each ball joint stud.

4. Hold the flat on each tie rod stud with a wrench and tighten the tie rod nuts to 54 N•m (40 ft.-lb.). Tighten the nut(s), if necessary, to align the cotter pin hole with the nut slot. Do not loosen the nut to align the hole and slot.



5. Install new cotter pins through all ball joint studs. Spread the cotter pin arms to lock them in place.
6. Check the toe-in adjustment as described in *Toe-in Adjustment* in Chapter Three. If the tie rod ends were replaced, their locknuts will be tightened during the adjustment procedure.

STEERING KNUCKLE

Removal/Installation

Refer to **Figure 32**.

NOTE

In this procedure, illustrations depict a four-wheel drive model. The only major difference between the two-wheel and four-wheel drive versions is the presence of the front drive axle and other minor items that are unique to the four-wheel drive system. Where differences occur that relate to the procedure, they are identified.

1. Remove the front hub as described in this chapter.
2. Remove the boot protector (**Figure 33**).
3. Detach the brake vent hose and brake hose from the mounting brackets on the upper suspension arm.

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CAUTION

It is not necessary to disconnect the brake hose in Step 3. Do not allow the brake panel to hang from the brake hose.

4. Remove the brake panel (Chapter Thirteen) and hang the panel so it is out of the way.
5. Disconnect the tie rod from the steering knuckle as described in this chapter.
6. Remove the cotter pins and nuts (**Figure 34**) from the upper and lower control arm ball joints.
7. Disconnect the upper and lower control arm ball joints using the Honda ball joint remover (part No. 07MAC-SL00200 [**Figure 35**]) or an equivalent. Perform the following:

CAUTION

Do not strike the ball joint or its stud when removing it; otherwise, the ball joint may be damaged.

- a. Mount the ball joint remover between the ball joint upper arm as shown in **Figure 36**.

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